

The China Mail.

Established February, 1845.

VOL. XL. No. 6664.

號二月二十年四十八百八千一英

HONGKONG, TUESDAY, DECEMBER 2, 1884.

日五十月十年申甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON: F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GORON & GORON, 30, Cornhill, E.C. 4. HENDY & CO., 37, Watling Street, E.C. 4. SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street, E.C. 3.

PARIS AND EUROPE: GALLIER & PAINON, 38, Rue Lafayette, Paris. NEW YORK: ANDREW WIND, 21, Park Street, New York.

AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORON & GORON, Melbourne and Sydney.

SAN FRANCISCO: ANDERSON & CO., 100, Market Street, San Francisco.

SINGAPORE, STRAITS, &c.: SAYLE & CO., 10, Market Street, Singapore. C. HEINSEN & CO., 10, Market Street, Singapore.

CHINA: Messrs A. A. DE MELO & Co., 10, Market Street, Singapore. Messrs WILSON, NICHOLLS & Co., 10, Market Street, Singapore. Messrs HEDGE & Co., 10, Market Street, Singapore. Messrs LANE, CRAWFORD & Co., 10, Market Street, Singapore. Messrs WATSON, 10, Market Street, Singapore.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,400,000
RESERVE FOR EQUIPMENT, \$400,000
RESERVE FOR DIVIDENDS, \$7,500,000

COURT OF DIRECTORS.

Chairman: A. P. McEwen, Esq.
Deputy Chairman: Hon. F. D. SASSON, Esq.
Messrs. D. B. BROTHERMAN, M. GROTE, Esq., H. L. DAKIN, Esq., W. H. FORBES, Esq., M. E. SASSON, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
London, BANKERS, London and County Bank.

HONGKONG.

INTEREST ALLOWED.
On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 4 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.

Cheques granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, August 25, 1884. 1423

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.
- 3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,000 in any one year.
- 4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.
- 5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited with a dollar.
- 6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 7.—Deposits may be forwarded from the Bank by means of clean Hongkong Postage Stamps of any value.
- 8.—Interest at the rate of 34 per cent. per annum will be allowed to depositors on their daily balances.
- 9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, at the beginning of January and beginning of July.
- 10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked "On Hongkong Savings' Bank Business," be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.
- 11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.
- 12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the

HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON, Chief Manager.

Hongkong, April 25, 1884. 715

WITH Reference to the above, BUSINESS will be commenced on the 1st May, 1884.

For the

HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON, Chief Manager.

Hongkong, April 25, 1884. 716

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Acts 1862, to 1883.)

LONDON BANKERS.

UNION BANK OF LONDON, LTD.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.

" 6 " " 4 " "

" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON, Manager.

Hongkong, September 15, 1884. 1556

Notice of Firm.

NOTICE.

WE beg to give Notice, that We intend to OPEN a BRANCH of our Firm, as Public TEA INSPECTORS and COMMISSION AGENTS, in CANTON, for the coming Tea-Season.

MARGESON & Co.

Macao, 24th November, 1884. 1379

Intimations.

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER.

22, PRATA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, COCK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882. 556

NOTICE.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS OF NOTES OF THE ORIENTAL BANK CORPORATION (HONGKONG BRANCH), are hereby requested to present them to the Liquidators of the Bank, when they will be given in Exchange, a certificate of the value of the Notes deposited.

Holders of Notes will be required to furnish to the Liquidators of the Bank, a schedule in duplicate, giving the date of Issue, Number and Amount of each Note produced.

Forms of Schedule may be had on application at the OFFICE of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.

For the OFFICIAL LIQUIDATOR OF THE ORIENTAL BANK CORPORATION, By his Attorneys, J. MELVILLE MATSON, H. HOWARD TAYLOR.

Hongkong, August 2, 1884. 1285

DRY DOCK AND PATENT SLIP, NAGASAKI.

THE Undersigned have been appointed AGENTS for the IMPERIAL GOV. YERMENT DOCK AND PATENT SLIP, at Nagasaki, and are prepared to supply Tenders for the DOCKING, CLEANING, PAINTING, &c., of VESSELS. The Works in connection with the Dockyard are under the direction of experienced EXPERTS and possess all the necessary appliances for REPAIRS to SHIPS and MACHINERY.

HOLME, RINGER & Co.

Nagasaki, March, 1884. 645

VICTORIA HOTEL.

Prata and Queen's Road Central, Hongkong.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been re-furnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The accommodation and service of every kind will be found to be of the best description.

As ample and varied Table d'Hôte is always provided and served in the spacious, large Dining Hall.

The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

The Hotel is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABEE & HING KEE, Proprietors.

Hongkong, September 15, 1884. 1569

D. K. GRIFFITH & Co.

MANUFACTURERS OF THE LONDON PATENT WATER.

Have Removed from the BRADSHAW BUILDING, ARCADE to larger Premises, 1, DUNDRELL STREET, Where they continue to supply

SODA WATER, LEMONADE, COGNAC, SHERRY, RASPBERRY, &c., &c., &c.

At the same Moderate Charges.

D. K. GRIFFITH, Proprietor.

Hongkong, July 28, 1884. 1246

For Sale.

LANE, CRAWFORD & Co.

ARE NOW SHEWING THEIR

New Christmas Toys.

THIS Year's PARCEL contains ELECTRICAL and MECHANICAL TOYS; also a Splendid Assortment of NOVELTIES:—

A 'MASCOTTE'

MECHANICAL CLOWN and MICE.

" CIRCUIT RIDER.

" RACE GAMES.

" SMOKING MAN.

" DANCING FIGURES.

" CHICKEN.

" SPEAKING DOLLS.

" MAN and PIG.

" GUINIA PIG.

" JOCKEY and HORSE.

" MONKEY and DOG.

" COCK FIGHT.

" ORGAN GRINDER.

" CHINAMAN.

" MACHINE GUN.

" GUN BOAT.

" DUMPTY SHOW.

MUSICAL MONKEY.

" TOP.

" CORNETS.

" NIGGERS.

" PLATES.

" DECATERS.

" ENGINES.

" SOUTHERN SWAZES.

" CHINESE BATTLE.

" TOY ARTILLERY.

" GUN BOATS.

" SUNDAY TOYS.

" THE MYSTERIOUS CABINET.

" FRENCH & ENGLISH DOLLS.

" DRESSED " "

" JOINTED " "

" SUPPLIES " "

" A FIVE-ROOMED DOLLS' HOUSE, AND A LARGE FATHER CHRISTMAS.

NEW COSAQUES & CRACKERS.

Hongkong, November 22, 1884. 1986

JUST LANDED, IN SPLENDID CONDITION, ANOTHER CONSIGNMENT OF OVERSTRUNG TRICHORD COTTAGE

PIANOS,

BY ROSENKRANZ.

Specially manufactured for this climate.

COMPLETE IRON FRAME AND TUNING PLATE.

Unrivalled for Brilliance and Sweetness of Tone.

FINEST TOUCH.

Price for Cash, from \$230 to \$250.

On Hire, per month, from \$15 to \$20.

Special attention is called to the fact that after having hired a Piano for 14 months, it will become without further payment the property of the hirer.

INSPECTION SOLICITED.

Lessons given in Singing and on the Pianoforte.

Apply to Prof. A. VITA, 2, Alexandra Terrace. 1798

JUST RECEIVED EX 'GLENEAGLES.'

AN ENTIRELY NEW AND CAREFULLY SELECTED STOCK OF WINTER GOODS:—

LADIES' AND CHILDREN'S SHOES.

MOUSQUETAIRE, KID AND SILK GLOVES.

GENT'S EVENING GLOVES AND TIES.

Ladies' and Children's MILLINERY, HOSIERY, CORSETS, TOILETTES, Children's MADE DRESSES and BONNETS, WOOLLEN GAITERS, INFANTS' JACKETS, PETTICOATS, BOYS' JERSEY SUITS, PLAIN and FANCY DRESS MATERIALS of NEWEST SHADINGS and TEXTURE, VELVETS, VELVETRENS, PLAIN and SHOT PLUSHES, PLAIN and SHOT SILKS, STAMPED VELVET and SILK BROCHES, EVERY NOVELTY for EVENING WEAR, GREENADINES, GUAZES, LACES, LACE FLOUNCINGS, FIGURED NETS, GIMPS, FRINGES, CLASPS, BUTTONS, FANS, FAN GIRDLES, FLOWERS, FLOWER DRESS SETS, WRAPS, and a Large Variety of OTHER GOODS suitable for the Season.

GATE & FAIRALL, Queen's Road. 1928

ROBERT LANG & Co.,

Tailors, Hosiers, Shirtmakers & General Outfitters,

QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.

Superfine

BLACK CLOTH

DRESS SUITS,

THIRTY DOLLARS.

Hongkong, November 20, 1884. 1650

W. POWELL & Co.

VICTORIA HOTEL BUILDINGS, QUEEN'S ROAD CENTRAL.

EX GLENAGLES.

THE NEW ENGLISH CORP for Ladies' Winter Dresses.

SPECIALITIES in Cheap Dress Materials.

New JACKETS and DOLMANS.

FOR TRIMMING, CAPES and MUFFS.

INFANTS' CLOTHING, EMBROIDERED CLOAKS.

SPECIALITIES in Ball Room FASH.

Black and Light Coloured Silk Gloves.

2, 4, 6, and 10-Button Kid Gloves.

All Kinds of Hosiery.

Black Silks and Broché Silks.

Plain, Black and Broché Silk Velvets.

Very Handsome MILLINERY VELVETS.

Beaded Gold, Silver and Steel.

Beaded Bonnet Crowns and LACES to match Velvets.

GOSWAMIES in all Colours.

New FLOWERS, FEATHERS and Hat ORNAMENTS.

Infants' Wool Hats, Shoes and Petticoats.

Ladies' Wool Shawls in large variety.

Hongkong, November 15, 1884. 1991

Entertainment.

CITY HALL, HONGKONG.

SIGNORA AND SIGNOR, VITA have the honour to announce that they will give

A GRAND CONCERT

IN THE ST. ANDREW'S HALL, CITY HALL, ON

TUESDAY, the 9th December.

Under the distinguished Patronage and in the Presence of His Excellency SIR GEORGE FERGUSON BOWEN, G.C.M.G.

LADIES & GENTLEMEN AMATEURS will kindly assist.

Programme and full Particulars will appear in a future issue.

Tickets may be had at MESSRS. LANE, CRAWFORD & Co.'s.

Hongkong, November 29, 1884. 2008

To Let.

GODOWNS-TO-LET.

PRATA EAST and WANGKAI ROAD. For Particulars, apply to SIEMSEN & Co.

Hongkong, April 25, 1882. 767

TO LET.

NOS. 1 and 6, RICHMOND TERRACE, BOMBAH ROAD.

THE PREMISES lately occupied by Messrs. SAYLE & Co. ("VICTORIA EXCHANGE") in Queen's Road, with Dwelling-house above and Godown on Ground floor. To be let either in conjunction with Store or separately. Possession from 1st November next.

Apply to H. A. WOOLNOUTH, Hongkong Dispensary.

Hongkong, October 11, 1884. 1731

For Sale.

FOR SALE.

MINERVA-BRUNNEN.

A DELICIOUS NATURAL MINERAL WATER in Cases of 60 Pints @ \$7.00.

48 Quarts @ \$6.00.

Apply to RUSSELL & Co.

Hongkong, November 10, 1884. 1897

SEE WOO,

TAILOR, DRAPER & OUTFITTER, No. 55, Queen's Road Central, Hongkong.

HAS NOW LANDED, FOR SALE:

ALL Kinds of AUTUMN and WINTER DAMASK, REP, and CRETONNES for Curtains and Covering Furniture.

CHURCH'S Gentlemen's New Zephyr Black, Drab, and Brown FELT HATS.

All Sorts of Fancy and Black SILK SCARVES, TIES, WHITE DRESS TIES.

WOOLLEN WHIPPERS, Coloured and WHITE KID GLOVES.

WOOLLEY and MERINO UNDER SUITS and SOCKS.

White TABLE CLOTHS, NAPKINS, SILK & CAMBRIC HANDKERCHIEFS, and TOWELS.

Best Kinds of TOILET PERFUMES and SOAPS.

DARWIN'S BOOTS, SHOOTING BOOTS, SHOES and TENNIS SHOES, &c., &c.

AT LOW PRICES.

Hongkong, October 25, 1884. 1806

FOR SALE.

EXTRA FINE QUALITY FRENCH BUTTER.

BRAND 'DUC DE NORMANDIE'—THE OLDEST BUTTER PACKING ESTABLISHMENT in NORMANDY.

IN 1lb tins and Cases of 48 tins each. Sold in Quantities of not less than one dozen tins, at \$9 per Dozen.

Reduction made to Purchasers of one case and upwards.

C. R. LAMBERT, Sole Agent.

Hongkong, October 4, 1884. 1683

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. MITTEL, Ph.D., TORINO, THIRD EDITION.

REVISED, WITH ADDITIONS.

Price, \$1.60.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1898

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts, \$20 per Case of 1 doz.

Pints, \$21 " " 2 "

Duboe Freres & de Geron & Co.'s BORDEAUX CLARETS and WHITE WINES.

Baxter's Celebrated 'Barley Brw' WHISKY, —\$7 1/2 per Case of 1 doz.

For Sale.

MacEwen, Frickel & Co.
No. 53, Queen's Road East,
(Opposite the Commissariat),
ARE NOW
LANDING FROM AMERICA.

TOPOCAN BUTTER.
Eastern and California CHEESE.
COUNTRY BUTTER.
Family BEEF in 25 lb kegs.
Beau Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 24 lb cans.
" Assorted Canned VEGETABLES.
" Potted SAUSAGE and Sausage MEAT.
" Stuffed PEPPERS.
" Assorted SOUPS.
Richardson & Robinson's Celebrated Potted MEATS.
Lunch HAM.
Lamb's TONGUES.
Olan CHOWDER.
Fresh CORNED SALMON.
Dried APPLES.
TOMATOES.
SUCROFASHE.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HOMINY.
HONEY.

FAIRBANKS' SCALES.
DEVORE'S NONPAREIL
KEROSENE OIL.

'KAISAR-I-HIND'
CIGARETTES
in crystallized boxes of 100 at \$5.50
per mille.

SPORTING AND RIFLE GUNPOWDER
in 1-lb tins.

AGATE IRON WARE.
INSERTION RUBBER.

HOLMES' DISTRESS SIGNALS.
HITCHOOK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.

PAINTS AND OILS.
TALLOW and TAR.
PITCH and ROSIN.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
STORES,

including:
ALMONDS and RAISINS.
FRUIT PLUMS.
TELEGRAPH'S DESSERT FRUITS.
JORDON ALMONDS.

FINE YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATÉ DE FOIE GRAS.
DIGBY CHICKS.
Yarmouth BLOTTERS.
Kipped HERRINGS.
Herrings & 14 SARDINES.

CAVIAR.
OCCOATINA.
VAN HOUTEN'S COCOA.
EPP'S COCOA.

COOKING STOVES.

PARTICULAR STOVES.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA TOUR, pinks & quarts.
CHATEAU D'AY.
BREAKFAST CLARET.

HERRIES & PORT—
SACON'S MANZANILLA & AMON-
TILLADO.
SACON'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 3-star HENNESSY'S BRANDY.
COGNAC, 1 and 3-star.
FINEST OLD BOURBON WHISKY.
KINGMAN'S OLD WHISKY.
ROYAL GLENDEER WHISKY.
BOON'S OLD WHISKY.
B. & J. BROWN'S IRISH WHISKY.
BROWN'S LIME JUICE CORDIAL.
NOLLY PLAT & Co.'s VERMOUTH.
JAMESON'S WHISKY.
MARSALA.
EASTERN ORDER.
CHATEAU D'AY.
MARASCHINO.
ORANGEADO.
ANGUSTIA, BROWN'S and ORANGE
BITTERS.
&c., &c., &c.

BARRE'S ALE, bottled by GIBSON and
SANDERS, pinks and quarts.
GUNNESS'S STOUT, bottled by E. &
J. BROWN, pinks and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in bottles.

SPECIAL SELECTED

CIGARS.

Fine New Season's GUMSHAW TEA, in
5 catty boxes.
BREAKFAST CONGO @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF
SAVES, OIL and PAPER
BOXES, at Manufacturer's Prices.
Hongkong, November 22, 1884. 1970

To-day's Advertisements.

VICTORIA REGATTA.

TWENTY-NINTH MEETING.

FRIDAY AND SATURDAY,
12TH AND 13TH DECEMBER, 1884.

Patron: His Excellency Sir GEORGE FERGUSON BOWEN, G.C.M.G.
Vice-Patrons: His Excellency Sir W. DOWELL, K.C.B., R.N.; His Excellency Major-General SAMUEL, C.B.; The Honourable Sir GEORGE PHILLIPS, Knt.; Commodore MOUNTAIN, R.N.; and The Honourable W. H. M. MOUNTAIN, C.M.G.
Stewards: Colonel CRAWFORD, R.A.; W. H. FORBES, Esq.; Colonel GRAVES, 'The Bull'; Colonel HOBSON, 'The Bull'; H. HORTON, Esq.; Honourable V. KENNEDY, A. McIVER, Esq.; Captain R. E. PHIBSON, R.N.; H. G. THOMSON, Esq.; R.N.; Colonel WALKER, R.E.
Committee: Honourable T. JACKSON, (Chairman); C. S. ADAMS, Esq.; Captain DAVIES, R.N.; Lieut. GAMBLE, R.N.; D. GILLIES, Esq.; Major JACOBSON, 'The Bull'; B. LAYTON, Esq.; J. H. STEWART LOCKHART, Esq.; (Hon. Secretary); H. R. COOKES, Esq.; (Hon. Treasurer).
Judges of the Racing Races: H. J. H. TRIPP, Esq.; and R. K. LEIGH, Esq.
Umpires of the Races: Rowing—A. P. MACLEWEN, Esq.; and E. L. WOODS, Esq.; Yachting—E. BURNIE, Esq.; Open Sailing Boats—E. BURNIE, Esq.
Judge of the Sailing Races: Lieut. KNOX, R.N.

FIRST DAY,

Friday, 12th December, 1884.

FIRST RACE.—12.30 P.M.—Junior Sculls. For Single Pair Sculling Boats. Entrance, \$5. Distance, One Mile. Price, 'Brokers' Cup.' Open to any one who has never won a Sculling Race in Hongkong or Japan.

SECOND RACE.—1 P.M.—For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Outrigged Boats excluded.

THIRD RACE.—1.30 P.M.—The 'Charmante's' Cup. For Four-Oared Canton Outriggers. Distance, One mile and a-half. Entrance, \$10. First Prize, \$20; Second, \$10.

FOURTH RACE.—2 P.M.—For Men-of-War's Gigs and Whalers. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time allowed for Oars, 8 seconds per Oar.

FIFTH RACE.—2.30 P.M.—American Cup. To be rowed in Canton Four. Distance, One Mile. Entrance, \$10.

SIXTH RACE.—3 P.M.—For House Boats & Gigs pulled by Chinamen. Distance, One Mile. Entrance, \$1. First Prize, \$10; Second, \$5. Time for Oars, 8 seconds per Oar.

SEVENTH RACE.—3.30 P.M.—Chinese Cup. For Four-Oared Canton Outriggers. Distance, One Mile. Entrance, \$5.

EIGHTH RACE.—4 P.M.—For Merchant Vessels' Gigs. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars, 8 seconds per Oar.

SAILING RACE.—For Men-of-War's Boats, any rig. Entrance, \$2. First Prize, \$20; Second, \$10.

SAILING RACE.—For Sailing Ship's Boats only. Entrance, \$2. First Prize, \$20; Second, \$10.

YACHT RACE.—For Yachts over 10 Tons. Entrance, \$5. Time for tonnage. Cup presented by the Victoria Recreation Club.

SECOND DAY,

Saturday, 13th December, 1884.

FIRST RACE.—12.30 P.M.—Senior Sculls. For Single Pair Sculling Boats. Entrance, \$5. Distance, One Mile. Price, 'Cup presented by J. J. Francis, Esq.'

SECOND RACE.—1 P.M.—For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Winner of Second Race on first day, and Outrigged Boats excluded.

THIRD RACE.—1.30 P.M.—International Race. 'Challenge Cup.' For Four-Oared Canton Outriggers. Distance, One Mile. Entrance, \$10. This Cup to be won two consecutive years before being finally held. Won last year by Scotland. Entrance, \$10.

FOURTH RACE.—2 P.M.—For House Boats & Gigs pulled by Chinamen. Distance, One Mile. Entrance, \$1. First Prize, \$10; Second, \$5. Winner of Sixth Race on first day excluded. Times for Oars, 6 seconds per Oar.

FIFTH RACE.—2.30 P.M.—German Cup. To be rowed in Canton Four. Distance, One Mile. Entrance, \$10.

SIXTH RACE.—3 P.M.—For Men-of-War's Outriggers. Distance, One Mile. Entrance, \$1. First Prize, \$20; Second, \$10. No time allowed for Oars.

SEVENTH RACE.—3.30 P.M.—Ladies' Race. For Fair Oars. Distance, One Mile. Entrance, \$5.

EIGHTH RACE.—4 P.M.—To be Rowed in 5 or 6-Oared Royal Naval Gigs or Whalers, by Officers of Ships of War in Harbour. Cup presented by the Members of the Hongkong Club. Time for Oars, 6 seconds per Oar.

NINTH RACE.—4.30 P.M.—Members' Cup. Presented by Members of the Victoria Recreation Club. For Four-Oared Canton Outriggers. Distance, One mile and a-half. Entrance, \$10.

SAILING RACE.—For All Open Boats. Chinese excluded. Entrance, \$2. First Prize, \$20; Second, \$10.

YACHT RACE.—For Yachts Under 10 Tons. Entrance, 5s. Time for tonnage. Cup presented by the Victoria Recreation Club.

N.B.—Entries for races 2, and 6, (First Day); 2, and 4, (Second Day); will close on Tuesday, the 9th December, at 6 p.m. and must be sent in in writing to the Hon. Secretary, giving names of boat, colour, number of oars, &c. Post entries allowed for races 4, and 6, (First Day); 6, and 8, (Second Day). Entries for the Yacht Races must be sent to Mr. Beart; Entries for the Open Sailing Boats to Mr. Burnie, on or before Tuesday, the 9th December.

J. H. STEWART LOCKHART,
Hon. Secretary, Victoria Recreation Club.
Hongkong, December 2, 1884. 2024

FOR LONDON VIA SUEZ CANAL.

The Steamship

Glasgow,

Captain GIBSON, will be

despatched as above on

or about the 15th Instant.

This Steamer has superior Accommodation

for Passengers, and carries a Doctor

and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, December 2, 1884. 2021

To-day's Advertisements.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHANG, HANKOW and Ports on the YANGTZE.)

The Steamship

Glasgow,

Capt. DONALDSON, will be

despatched for the above

Port on THURSDAY, the 4th Instant, at

4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, December 2, 1884. 2019

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHANG, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship

Kiangsu,

Captain JACKSON, will be

despatched as above on

FRIDAY, the 6th Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, December 2, 1884. 2020

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAM-

SHIP COMPANY, LIMITED.

The Company's Steamship

Phra Chom Klao,

Capt. H. SWATON, will

leave for the above

Ports on SATURDAY, the 6th Inst.,

at Noon.

For Freight or Passage, apply to

YUEN FAT HONG,

Agents.

Hongkong, December 2, 1884. 2026

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s

Steamship

Albatross,

will leave for the above

place on WEDNESDAY, 10th December,

at 3 p.m.

A. McIVER,

Superintendent.

Hongkong, December 2, 1884. 2022

NOTICE.

THE Extraordinary General MEETING

OF THE MEMBERS OF THE HONG-

KONG CLUB, which was adjourned on

the 6th ultimo, will be resumed at the

Club House on WEDNESDAY, the 10th

Instant, at 4 o'clock p.m.

By Order of the General Committee,

EDWARD BEART,

Secretary.

Hongkong, December 2, 1884. 2025

TO LET.

NOS. 7 and 8, SEYMOUR TERRACE.

Nos. 3 and 4, PRINCE'S HILL.

No. 18, HOLLYWOOD ROAD.

No. 29, PRADE CENTRAL.

No. 44, GRASSHOPPER STREET.

Apply to

DAVID SASSOON, SON & Co.

Hongkong, December 2, 1884. 2023

SHIPPING.

ARRIVALS.

December 1, 1884.

Albatross, German steamer, 401 P. Moss,

Koching November 29, Ballast—WIEBE &

Co.

Agnes, British cable steamer, 550 C. P.

Madge, Hainan Straits Nov. 30, Cables—

E. E. A. & O. T. Co.

Vessels Advertised as Loading.

Destination.

Vessel.

Captain.

Agents.

Date of Leaving.

Batavia, &c., via Saigon. Camorta (s). Orellio. Jardine, Matheson & Co. About December 6.

Bombay, via Straits. Klava (s). P. & O. S. N. Co. December 10, at 3 p.m.

Harve, &c., via Suez Canal. Harpeia (s). Russell & Co. December 5, at 3 p.m.

Hankow, via Suez Canal. Harpeia (s). Russell & Co. December 10, quick despatch.

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Imperial, American ship, 1,288, J. E.

Crosby, Cardiff July 1, Coal—CAPTAIN.

December 2.

Phra Chom Klao, British steamer, 1,012

Henry Stratton, Bangkok Nov. 17, via

Manila, Risco & General—YUEN FAT HONG.

Channel Queen, British barque, 600, Lo

Lachour, Newchwang November 21, Beams—

EDWARD SCHULMANN & Co.

Marie, German steamer, 704, J. Hohl-

mann, Manila November 29, General—

BAERMAN & Co.

Sea Swallow, British brig, 332, Maher,

Newchwang November 29, and Swatow,

Beams—CHINESE.

Greenland, American ship, 1,281, A. H.

Dunbar, Cardiff July 13, Coal—ORDER.

Daniel, German barque, 416, P. Olsen,

Amoy November 30, Beams—CHINESE.

Erl Konig, German barque, 456, A.

Nausch, Newchwang November 21, Beams—

SIEMSEN & Co.

Emmy, Spanish steamer, 420, F. Blanco,

Manila November 29, General—RESENDOS

& Co.

DEPARTURES.

December 2.

Anchises, for London.

Avigo, for Hongkong.

Fligant, French despatch-vessel, for Can-

ton.

Triumphante, French ironclad, for Taiwan-

Too.

Nyegichin, Russian corvette, for Batavia.

Latini, French gunboat, for Hongkong.

Leve, French gunboat, for Hongkong.

City of Peking, for San Francisco.

Traveller, for Europe.

Holene, for Chiofo.

CLEARED.

Nansu, for Coast Ports.

Zofra, for Amoy.

Canadara, for Nagasaki.

Almatia, for Manila.

PASSENGERS.

Arrivals.

Per **Albatross**, from Kooling, Capt. Hun-

ter, Mr. O. Brower, and

TELEGRAMS.

THE WAR IN THE SUDAN.

LONDON, Dec. 1.

Sickness is prevalent among the Mahdi's followers, who are short of provisions and disheartened. Five hundred of them have submitted to General Gordon.

The British Expedition will return via Suakin.

THE DIFFICULTY IN BUCHANLAND.

The Buchanan difficulty has been arranged.

LOCAL AND GENERAL.

PASSED CANAL.—*Laertes*, Pembroke, and *Mastia*, Nov. 17.

The next *English Mail*, by the P. & O. Co's steamer *Suez*, left Singapore for this port on Sunday, the 30th ult., at 7 a.m., and may be expected to arrive here on or about Saturday, the 6th inst.

The S. S. *Cardiganian* left Singapore for this port on the 24th ult.

The S. S. *Hector* left Singapore for this port on the 24th ult.

The Union Line steamer *Cambodia* left Singapore for this port on the 29th ult.

The S. S. *Wingard* left Singapore for this port on the 29th ult.

The S. S. *Mendana* left Singapore for this port on the 29th ult.

DOCK MOVEMENTS.—

The S. S. *Arion* went to Kowloon Dock to-day.

The S. S. *Rory* will leave Commercial Dock to-morrow.

THE PROGRAMME OF THE NEXT REGATTA is printed in another column.

H. B. M.'s ship *Vigilant*, despatch boat, left here for Canton this morning.

The Russian corvette *Nayadnik* took her departure from here for Batavia this morning.

The French torpedo boat *Triomphant* left here for Saigon this morning, and the gunboat *Lutin* and *Ygise* departed hence for Haiphong.

The steamer *Alvine* has arrived here from Keelung with a clean Bill of Health, given her by one of the French medical officers at that port.

Messrs Butterfield & Swire inform us that the O. S. S. Co's steamer *Mendana*, from Liverpool, left Singapore this morning, and will be due here on the 6th inst.

It will be noticed from an advertisement in another column, that the extraordinary meeting of the members of the English Club will be resumed on the 10th inst.

We have to acknowledge receipt of the Chinese Imperial Customs' *Gazette*, No. LXVII, containing the quarterly returns of trade at all the Treaty Ports, from July to September.

We are requested to state that the members of the Hongkong Sketching Club will be pleased to see their friends at the exhibition of pictures in St. Andrew's Hall, on Wednesday, the 3rd inst., at 3.30 p.m.

We understand that Captain Hunter, who recently navigated the steam launch *Kowloon* safely to Keelung, has been appointed a pilot to the French fleet at a fixed salary of £400 per month, and, in addition, he will receive, at the end of twelve months, a sum of £12,000.

We have received from Messrs Gilman & Co., the Agents here of the North British and Mercantile Insurance Company, a nicely got up almanack card, with a movable date indicator, the card being published by the insurance company in question.

To-day the old battery of the Royal Artillery commenced the annual practice with big guns at Belcher's Bay. Twenty rounds were fired from 64 lbs. and good practice was made; two targets were utterly demolished. The practice was conducted under the orders of Major-Nash and Lieut. Connolly.

The *S.S. Kowloon* left Saigon for this port on the 18th of last month, and has not yet arrived here, nor has anything since been heard of her. She must be either missing, some distressed vessel, or be in trouble herself. The bad weather prevailed south of Hongkong from the 19th to the 22nd ult.

Enormous rumours are ever going the round among the Chinese. The latest is given in the *Shih Kuo*, published to-day. The *Macao* correspondent of that journal gravely writes:—Reports were current in Macao that the Banks in Hongkong were not safe, and the Chinese have refused to take any bank notes, even those of the Hongkong and Shanghai Bank. We are consequently in a panic.

The men who assaulted the police at the village of To-Kwa-Wai were brought up, on remand, before Mr. Wise this morning. Two Indians, who appeared to give evidence as to identify the prisoners, had been severely hurt. The seven men were sentenced to three months' hard labour.

The Indian who was so severely injured that he had to be sent to Hospital has happily recovered sufficiently to be able to be discharged from Hospital.

When the German steamer *Alpine*, Captain Moon, which arrived here late last night, left Keelung on the 29th ult., the following French men-of-war were at anchor there.—The ironclad *Bayard* (Admiral Courbet's flagship), corvette *Nelly*, and two torpedo boats. The steam launch *Kowloon* was also there, but she had not up to the time the *Alpine* left been put in use. The captured revenue cruiser *Pelica* was also there. The late commander, Captain A. J. Booth, and chief engineer, Mr. B. Chenoweth, were on board the *Bayard*.

About twelve o'clock last night, fire was discovered in a cellar connected with a carpenter's shop on the south side of Wallington Street, close to the Central Fire Brigade Station. The discovery was made by a European police constable, who, as he was going home after being relieved on his beat, observed smoke issuing from the cellar. He immediately ran to the Station, and procured an extinguisher, with which the fire was soon subdued. The cellar was filled with wood, and also contained a large amount of shavings. No one lived in it. How the fire was kindled is a mystery.

These active measures taken by the British Government for upholding British authority in South Africa appear to have had an immediate effect upon the Boers. The Boer difficulty has, we learn, been arranged. It is not likely to be a permanent settlement. There is a great deal of trouble in store in South Africa for the British Government, and we should very much like to see England wash her hands of her possessions there, and allow the selfish, disloyal, and discontented colonists in that part of the world to fight out their difficulties among themselves, including the settlement of the great native question, which will become more troublesome year after year.

A short time ago we published a telegram stating that great indignation had been expressed in the Australian Colonies over a report that England and Germany were negotiating the terms of an alliance for annexation in the South Pacific. In another column we publish some extracts from Australian papers, which will explain this indignation. The report was circulated in Australia about the middle of October. We cannot find any confirmation of it in the home papers, but the telegram stated that the report was based upon statements made in the German press. Telegrams from the Australian Agents-General in London called attention to the Antipodes to the subject. The report has probably no substantial foundation.

This statement in to-day's telegrams that 500 of the Mahdi's followers have submitted to General Gordon, is evidence that news has been received in England that the report of the General's death was unfounded.

If the General were dead, rebels would hardly be in a position to tender their submission to him. In commenting upon Egyptian affairs recently we stated that the Mahdi would be unable to keep any very large force together in the field on account of the difficulty of feeding it in the absence of effective commissariat arrangements. Now we learn that his followers are growing discontented and deserting him because they cannot get enough to eat. Arabs are not extravagant in their living, but it must be no light task to feed 30,000 of them in the field for any length of time, and the non-observance of sanitary requirements among such a host in a hot climate is also bound to result in an epidemic sooner or later.

I UNDERSTAND, says a writer in *Truth*, that 250,000 copies of "Called Back" have been sold in Great Britain; that two authorised and six pirated editions have been issued in America; and that the story has been translated into French, German, Italian, Norse, Swedish, Dutch, Roumanian, and Welsh, whilst, on the strength of this success, 60,000 of the author's forthcoming story, "Dark Days," have been ordered.

The new steamship *Arcton* has arrived in the Thames from the Clyde. On the previous day she had made trial trips over the measured mile, and achieved the satisfactory speed of 15.31 knots per hour. The *Arcton* has been built by Messrs. William Denny and Brothers, of Dumbarton, for the Shaw, Savill, and Albion Company's direct steam service between London and New Zealand. She measures 420 ft. in length, 46 ft. in breadth, and 38 ft. depth moulded. Her gross tonnage being over 5,000 tons. The hull is divided into nine water-tight compartments, and the whole design and construction of the vessel fulfils the Admiralty requirements for Government service. The vessel throughout is fitted with the electric light. The engines are on the triple expansion principle, and are designed to work with the steam at a pressure of 160 lb. per square inch, the highest yet reached in ocean-going steamers. The two forward compartments below the main deck are fitted with refrigerating chambers.

One of the most startling revelations made about the navy was contained in a casual remark in the account of the defence of Hongkong. "The grubstake available for defence," this *Pail Mall Gazette* contributor says, "are slow tube, several of whose guns are known by the Admiralty to be not trustworthy, and whose crews are necessarily Chinese." There is a very widespread impression that the British Navy, which has been and always will be the one element of irretrievable superiority in the British navy, and that while we have got the men, ships, and guns, fortifications are matters of secondary importance. It will do some thing to dispel this illusion to learn that for Majesty's ships on an important foreign station are "grubstake" manned by Chinese men.—*Truth* (What next?—Ed. C. M.)

THE *Moniteur*, says the Sydney *Bulletin*, recently brought a bona-fide contractor from Hongkong to Townsville, where an enterprising showman has evolved a large amount of profit by exhibiting it as the assassin. A representative of the *Townsville Standard* was treated to a private view, and, on glancing at it, left the tent in anguish, muttering mournfully "I shall see you again, in company with the old familiar mad dog and the horn-headed iguana, and the wall-climbing hyena with the scorpion's tail."

On Saturday Mr. W. G. George made his last appearance on the running-path, previous to sailing for Australia, and for the second time attempted to beat Deroof's imaginary record of 11 miles 370 yards within the hour. Unfortunately, the champion, whose previous performances have convinced the cognoscenti that the feat in question is within his powers, was very stale from his recent exertions and prolonged state of training, and though he started well, he was compelled to retire without completing the full distance. In his journey, he had nine miles in 46 min. 43 sec., a wonderful performance in itself. Deroof's record is undoubtedly apocryphal, and George, who, on the occasion of his last attempt to beat it, ran 11 miles 393 yards, should certainly be accredited with the record for an hour's journey.—*Truth*.

Some misapprehensions on the subject of the loan that has just been made to the Viceroy of Canton appear to exist, and we therefore again allude to the matter, as in some quarters here it is believed that the Chinese have not got the money they desired. The amount which has been paid to the Chinese by the Hongkong and Shanghai Banking Corporation is part of a loan made to the Viceroy twelve months since, when it was stipulated that the amount that has now been loaned should be forthcoming if the Viceroy was unable to raise the money. The rate of interest on this loan is 9 per cent., and at this price it must certainly be a matter of complete indifference to the Hongkong and Shanghai Bank whether the amount is subscribed or not.

As it is stated to be the case by the public on the one hand, and by the bank on the other, they offer, seeing that the money could be procured by the bank in the open market in London, on its own securities, at a far less rate. The security that the bank have for the loan is the same as was given for the £875,000 loan of 1897, viz.—Under Imperial sanction the custom duties are hypothecated for repayment of principal and interest. While mentioning the subject of loans, we may state that it is almost certain that some large amount will soon be required by the Chinese Government for war expenses, &c., and as soon as we have troubles over large amounts will be required for the exploitation of railways, which are only delayed by existing events. It is stated to have been intended to make up to her mind to an important step—such as the opening of the country by railways—she carries it through, though it may take years to force the conviction home to the heterogeneous body forming Chinese authority. Apart from any considerations of expediency, it is evident that the large purchases of arms, ammunition, &c., that have been made in Europe will have to be provided for, and before long we should not be surprised if a loan were advertised on the London market.—*London & China Express*.

In giving an account of his courtship, Artemus Ward says:—"Twas a calm still night in June. All nature was hushed and nary pebble disturbed the serene silence. I sat with Betsy Jane on the fence of her father's pasture. We'd been romping threw the woods, kullin' flour and driving the wood-chuck from his Native Lair (so to speak) with long sticks. Wall, we set thar on the fence, a swinging our feet two and fro, bluish as red as the Baldwinville school house when it was first painted, and lookin' very simple I make no doubt. My left arm was occluded in ballism myself on the fence, while my right was wound round her waist, and I cleared my throat and trembledly said, 'Betsy, you're a Gazelle.' I thought that air was putty fine. I waited to see what effect it would have upon her. It evidently didn't fetch her, for she up and said, 'You're a sheep!' See? 'Betsy, I think very much of you.' I don't believe a word you say—so there, now, cum!' with which observation she hitched away from me. 'I wish thar was winders to my sole,' said I, 'so that you could see some of my feelins.' There's her own in here, said I, sticking my fingers with my left—'to tell thar the corns and turnips in the neighborhood. Yarnowind and the Critter ain't a circumstance!' She bowed her head down and commenced chewing the strings of her sun bonnet. 'Ah, could you know the sleepin' nites I worry thar in, I'd be glad to trade with you. I cleared my throat and trembledly said, 'Betsy, you're a Gazelle.' I thought that air was putty fine. I waited to see what effect it would have upon her. It evidently didn't fetch her, for she up and said, 'You're a sheep!' See? 'Betsy, I think very much of you.' I don't believe a word you say—so there, now, cum!' with which observation she hitched away from me. 'I wish thar was winders to my sole,' said I, 'so that you could see some of my feelins.' 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Intimations.

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A. McVIE, Superintendent.
Hongkong, November 28, 1884. 2003

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HOLIDAY, WISE & Co.,
Hongkong, July 25, 1872. 496

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NORTON & Co., Agents.
Hongkong, May 19, 1881. 934

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Agents for
HONGKONG, CHINA AND MANILA.
A. S. WATSON & Co.

WINTER TIME TABLE.

THE KWONGLOO FERRY.

STEAM LAUNCH
MORNING STAR
Runs daily at a FERRY BOAT between Peddar's Wharf and Tsim-Tse-Tui at the following hours:—This Time Table will take effect from the 1st November, 1884.

WEEK DAYS.	SUNDAYS.
Leave Kowloon, Leave H.K. Leave Kowloon, Leave H.K.	Leave Kowloon, Leave H.K. Leave Kowloon, Leave H.K.
6.00 A.M. 7.00 A.M. 8.00 A.M. 7.00 A.M.	8.00 A.M. 9.00 A.M. 10.00 A.M. 9.00 A.M.
8.00 9.00 10.00 11.00 12.00	1.00 2.00 3.00 4.00 5.00
1.00 2.00 3.00 4.00 5.00	6.00 7.00 8.00 9.00 10.00
11.00 12.00 1.00 2.00 3.00	4.00 5.00 6.00 7.00 8.00
12.00 1.00 2.00 3.00 4.00	5.00 6.00 7.00 8.00 9.00
3.00 4.00 5.00 6.00 7.00	8.00 9.00 10.00 11.00 12.00
4.00 5.00 6.00 7.00 8.00	9.00 10.00 11.00 12.00 1.00
5.00 6.00 7.00 8.00 9.00	12.00 1.00 2.00 3.00 4.00
6.00 7.00 8.00 9.00 10.00	1.00 2.00 3.00 4.00 5.00
7.00 8.00 9.00 10.00 11.00	2.00 3.00 4.00 5.00 6.00
8.00 9.00 10.00 11.00 12.00	3.00 4.00 5.00 6.00 7.00
9.00 10.00 11.00 12.00 1.00	4.00 5.00 6.00 7.00 8.00
10.00 11.00 12.00 1.00 2.00	5.00 6.00 7.00 8.00 9.00
11.00 12.00 1.00 2.00 3.00	6.00 7.00 8.00 9.00 10.00
12.00 1.00 2.00 3.00 4.00	7.00 8.00 9.00 10.00 11.00
1.00 2.00 3.00 4.00 5.00	8.00 9.00 10.00 11.00 12.00
2.00 3.00 4.00 5.00 6.00	9.00 10.00 11.00 12.00 1.00
3.00 4.00 5.00 6.00 7.00	10.00 11.00 12.00 1.00 2.00
4.00 5.00 6.00 7.00 8.00	11.00 12.00 1.00 2.00 3.00
5.00 6.00 7.00 8.00 9.00	12.00 1.00 2.00 3.00 4.00
6.00 7.00 8.00 9.00 10.00	1.00 2.00 3.00 4.00 5.00
7.00 8.00 9.00 10.00 11.00	2.00 3.00 4.00 5.00 6.00
8.00 9.00 10.00 11.00 12.00	3.00 4.00 5.00 6.00 7.00
9.00 10.00 11.00 12.00 1.00	4.00 5.00 6.00 7.00 8.00
10.00 11.00 12.00 1.00 2.00	5.00 6.00 7.00 8.00 9.00
11.00 12.00 1.00 2.00 3.00	6.00 7.00 8.00 9.00 10.00
12.00 1.00 2.00 3.00 4.00	7.00 8.00 9.00 10.00 11.00
1.00 2.00 3.00 4.00 5.00	8.00 9.00 10.00 11.00 12.00
2.00 3.00 4.00 5.00 6.00	9.00 10.00 11.00 12.00 1.00
3.00 4.00 5.00 6.00 7.00	10.00 11.00 12.00 1.00 2.00
4.00 5.00 6.00 7.00 8.00	11.00 12.00 1.00 2.00 3.00
5.00 6.00 7.00 8.00 9.00	12.00 1.00 2.00 3.00 4.00
6.00 7.00 8.00 9.00 10.00	1.00 2.00 3.00 4.00 5.00
7.00 8.00 9.00 10.00 11.00	2.00 3.00 4.00 5.00 6.00
8.00 9.00 10.00 11.00 12.00	3.00 4.00 5.00 6.00 7.00
9.00 10.00 11.00 12.00 1.00	4.00 5.00 6.00 7.00 8.00
10.00 11.00 12.00 1.00 2.00	5.00 6.00 7.00 8.00 9.00
11.00 12.00 1.00 2.00 3.00	6.00 7.00 8.00 9.00 10.00
12.00 1.00 2.00 3.00 4.00	7.00 8.00 9.00 10.00 11.00
1.00 2.00 3.00 4.00 5.00	8.00 9.00 10.00 11.00 12.00
2.00 3.00 4.00 5.00 6.00	9.00 10.00 11.00 12.00 1.00
3.00 4.00 5.00 6.00 7.00	10.00 11.00 12.00 1.00 2.00
4.00 5.00 6.00 7.00 8.00	11.00 12.00 1.00 2.00 3.00
5.00 6.00 7.00 8.00 9.00	12.00 1.00 2.00 3.00 4.00
6.00 7.00 8.00 9.00 10.00	1.00 2.00 3.00 4.00 5.00
7.00 8.00 9.00 10.00 11.00	2.00 3.00 4.00 5.00 6.00
8.00 9.00 10.00 11.00 12.00	3.00 4.00 5.00 6.00 7.00
9.00 10.00 11.00 12.00 1.00	4.00 5.00 6.00 7.00 8.00
10.00 11.00 12.00 1.00 2.00	5.00 6.00 7.00 8.00 9.00
11.00 12.00 1.00 2.00 3.00	6.00 7.00 8.00 9.00 10.00
12.00 1.00 2.00 3.00 4.00	7.00 8.00 9.00 10.00 11.00
1.00 2.00 3.00 4.00 5.00	8.00 9.00 10.00 11.00 12.00
2.00 3.00 4.00 5.00 6.00	9.00 10.00 11.00 12.00 1.00
3.00 4.00 5.00 6.00 7.00	10.00 11.00 12.00 1.00 2.00
4.00 5.00 6.00 7.00 8.00	11.00 12.00 1.00 2.00 3.00
5.00 6.00 7.00 8.00 9.00	12.00 1.00 2.00 3.00 4.00
6.00 7.00 8.00 9.00 10.00	1.00 2.00 3.00 4.00 5.00
7.00 8.00 9.00 10.00 11.00	2.00 3.00 4.00 5.00 6.00
8.00 9.00 10.00 11.00 12.00	3.00 4.00 5.00 6.00 7.00
9.00 10.00 11.00 12.00 1.00	4.00 5.00 6.00 7.00 8.00
10.00 11.00 12.00 1.00 2.00	5.00 6.00 7.00 8.00 9.00
11.00 12.00 1.00 2.00 3.00	6.00 7.00 8.00 9.00 10.00
12.00 1.00 2.00 3.00 4.00	7.00 8.00 9.00 10.00 11.00
1.00 2.00 3.00 4.00 5.00	8.00 9.00 10.00 11.00 12.00
2.00 3.00 4.00 5.00 6.00	9.00 10.00 11.00 12.00 1.00
3.00 4.00 5.00 6.00 7.00	10.00 11.00 12.00 1.00 2.00
4.00 5.00 6.00 7.00 8.00	11.00 12.00 1.00 2.00 3.00
5.00 6.00 7.00 8.00 9.00	12.00 1.00 2.00 3.00 4.00
6.00 7.00 8.00 9.00 10.00	1.00 2.00 3.00 4.00 5.00
7.00 8.00 9.00 10.00 11.00	2.00 3.00 4.00 5.00 6.00
8.00 9.00 10.00 11.00 12.00	3.00 4.00 5.00 6.00 7.00
9.00 10.00 11.00 12.00 1.00	4.00 5.00 6.00 7.00 8.00
10.00 11.00 12.00 1.00 2.00	5.00 6.00 7.00 8.00 9.00
11.00 12.00 1.00 2.00 3.00	6.00 7.00 8.00 9.00 10.00
12.00 1.00 2.00 3.00 4.00	7.00 8.00 9.00 10.00 11.00
1.00 2.00 3.00 4.00 5.00	8.00 9.00 10.00 11.00 12.00
2.00 3.00 4.00 5.00 6.00	9.00 10.00 11.00 12.00 1.00
3.00 4.00 5.00 6.00 7.00	10.00 11.00 12.00 1.00 2.00
4.00 5.00 6.00 7.00 8.00	11.00 12.00 1.00 2.00 3.00
5.00 6.00 7.00 8.00 9.00	12.00 1.00 2.00 3.00 4.00
6.00 7.00 8.00 9.00 10.00	1.00 2.00 3.00 4.00 5.00
7.00 8.00 9.00 10.00 11.00	2.00 3.00 4.00 5.00 6.00
8.00 9.00 10.00 11.00 12.00	3.00 4.00 5.00 6.00 7.00
9.00 10.00 11.00 12.00 1.00	4.00 5.00 6.00 7.00 8.00
10.00 11.00 12.00 1.00 2.00	5.00 6.00 7.00 8.00 9.00
11.00 12.00 1.00 2.00 3.00	6.00 7.00 8.00 9.00 10.00
12.00 1.00 2.00 3.00 4.00	7.00 8.00 9.00 10.00 11.00
1.00 2.00 3.00 4.00 5.00	8.00 9.00 10.00 11.00 12.00
2.00 3.00 4.00 5.00 6.00	9.00 10.00 11.00 12.00 1.00
3.00 4.00 5.00 6.00 7.00	10.00 11.00 12.00 1.00 2.00
4.00 5.00 6.00 7.00 8.00	11.00 12.00 1.00 2.00 3.00
5.00 6.00 7.00 8.00 9.00	12.00 1.00 2.00 3.00 4.00
6.00 7.00 8.00 9.00 10.00	1.00 2.00 3.00 4.00 5.00
7.00 8.00 9.00 10.00 11.00	2.00 3.00 4.00 5.00 6.00
8.00 9.00 10.00 11.00 12.00	3.00 4.00 5.00 6.00 7.00
9.00 10.00 11.00 12.00 1.00	4.00 5.00 6.00 7.00 8.00
10.00 11.00 12.00 1.00 2.00	5.00 6.00 7.00 8.00 9.00
11.00 12.00 1.00 2.00 3.00	6.00 7.00 8.00 9.00 10.00
12.00 1.00 2.00 3.00 4.00	7.00 8.00 9.00